26. '82 CB750K/CB750C/ CB750F ADDENDUM

INTRODUCTION

This addendum contains service information for the 1982 CB750K, CB750C and CB750F. Refer to the base shop manual and previous addendums for information not included in this addendum.

TABLE OF CONTENTS

HONDA MOTOR CO., LTD.
SERVICE PUBLICATIONS OFFICE

Revised October, 1981

1. GENERAL INFORMATION

SPECIFICATIONS

This addendum lists only specifications which are different from 1979-1981 specifications. Refer to the base shop manual and to the previous addendums for information not covered here.

ITEM			
FRAME			
CB750K	Gross vehicle weight rating	470 kg (1035 lb)	
	Vehicle capacity load	217 kg (480 lb)	
	Front brake lining swept area	Disc brake: Type I — 498 cm^2 (77.0 sq in)	
		Type II — 516 cm^2 (80.0 sq in)	
CB750C	Gross vehicle weight rating	468 kg (1030 lb)	
	Vehicle capacity load	217 kg (480 lb)	
	Front brake lining swept area	Disc brake: Type I — 920 cm^2 (143 sq in)	
	(double)	Type II — 952 cm^2 (148 sq in)	
CB750F	Gross vehicle weight rating	468 kg (1030 lb)	
	Vehicle capacity load	217 kg (480 lb)	
	Front brake lining swept area	Disc brake: (double) 952 cm^2 (148 sq in)	
	Rear brake lining swept area	Disc brake: (single) 516 cm^2 (80.0 sq in)	
ELECTRICAL	Spark plug (K/C/F)	Standard	DR8ES-L (NGK) or X24ESR-U (ND)
		For cold climate below 5°C (41°F)	DR7ES (NGK) or X22ESR-U (ND)
		For extended high speed riding	DR8ES (NGK) or X27ESR-U (ND)

Date of Issue: September, 1981

TORQUE VALUES (CB750K/C)

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Item	Qty. K/C	Thread Dia. mm	Torque (kg-m, ft-lb)
BRAKE CALIPER			
Type I			
Caliper shaft nut	1/2	10	3.0-3.6, (22-26)
Caliper mount bolt	1/2	8	1.8-2.3, (13-17)
Pad pin retainer bolt	1/2	8	0.5-0.8, (4-6)
Type II			
Caliper shaft	1/2	12	2.5-3.0, (18-22)
Caliper mount bolt	1/2	8	2.0-2.5, (14-18)
Pad pin retainer bolt	1/2	8	0.8-1.3, (6-9)

TYPE I (shown on page 26-9)
TYPE II (shown on page 26-9)

Date of Issue: September, 1981

MAINTENANCE SCHEDULE

Perform the PRE-RIDE INSPECTION in the Owner's Manual at each scheduled maintenance period.

I : INSPECT AND CLEAN, ADJUST, LUBRICATE, OR REPLACE IF NECESSARY.
C : CLEAN
R : REPLACE
A: ADJUST
L : LUBRICATE

		ITEM	FREQUENCY: WHICHEVER COMES FIRST / EVERY	ODOMETER READING (NOTE 3): 600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)	Refer to page
EMISSION RELATED ITEMS	*	FUEL LINES			I	I	I	I	I	3- 3
		FUEL STRAINER		C	C	C	C	C	C	26-6
	*	THROTTLE OPERATION		I	I	I	I	I	I	3-12
	*	CARBURETOR-CHOKE			I	I	I	I	I	3-12
		AIR CLEANER	NOTE 1		C	R	C	R	C	3- 2
		CRANKCASE BREATHER	NOTE 2		C	C	C	C	C	26-6
		SPARK PLUGS			R	R	R	R	R	26-5
	*	VALVE CLEARANCE		I	I	I	I	I	I	26-11
		ENGINE OIL	YEAR	R	R	R	R	R	R	2- 2
		ENGINE OIL FILTER	YEAR	R	R	R	R	R	R	2- 2
	*	CAM CHAIN TENSION		A	A	A	A	A	A	25-17
	*	CARBURETOR-SYNCHRONIZE		I	I	I	I	I	I	3-13
	*	CARBURETOR-IDLE SPEED		I	I	I	I	I	I	3-15
NON-EMISSION RELATED ITEMS		DRIVE CHAIN		I, L EVERY 300 mi (500 km)						3-16
		BATTERY	MONTH	I	I	I	I	I	I	3-17
		BRAKE FLUID (FRONT)	MONTH I 2 YEARS* R	I	I	I	*R	I	I	3-17
		BRAKE PAD/SHOE WEAR			I	I	I	I	I	3-18, 25-20, 26-7
		BRAKE SYSTEM		I	I	I	I	I	I	3-18
	*	BRAKE LIGHT SWITCH		I	I	I	I	I	I	3-19
	*	HEADLIGHT AIM		I	I	I	I	I	I	3-19
		CLUTCH		I	I	I	I	I	I	3-20
		SIDE STAND			I	I	I	I	I	3-21
	*	SUSPENSION		I	I	I	I	I	I	3-22
	*	NUTS, BOLTS, FASTENERS		I	I	I	I	I	I	3-23
	**	WHEELS/SPOKES		I	I	I	I	I	I	3-22
	**	STEERING HEAD BEARING		I		I		I		3-23

* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED.

** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.

NOTES: 1. SERVICE MORE FREQUENTLY WHEN RIDING IN DUSTY AREAS.
2. SERVICE MORE FREQUENTLY WHEN RIDING IN RAIN OR AT FULL THROTTLE. (U.S.A. ONLY)
3. FOR HIGHER ODOMETER READINGS, REPEAT AT THE FREQUENCY INTERVAL ESTABLISHED HERE.

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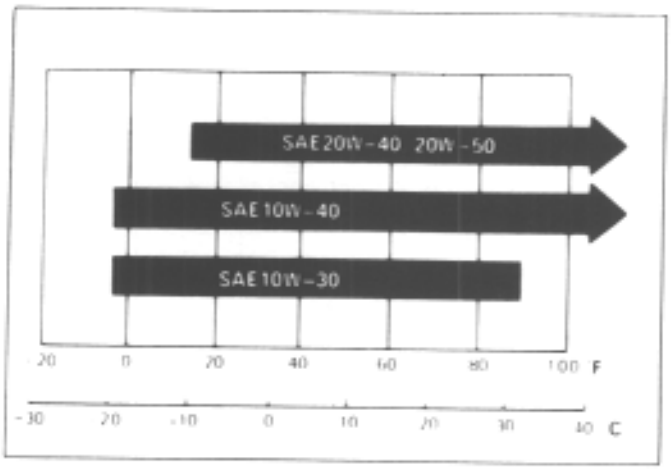
2. INSPECTION AND ADJUSTMENT

ENGINE OIL RECOMMENDATION

Use HONDA 4-STROKE OIL or equivalent.
API SERVICE CLASSIFICATION: SE or SF
VISCOSITY: SAE 10W-40

Other viscosities shown in the chart may be used when the average temperature in your riding area is within the indicated range.

RECOMMENDED OIL VISCOSITIES



SPARK PLUGS

for 1982, resistor type spark plugs are specified. They are identified in the table below.

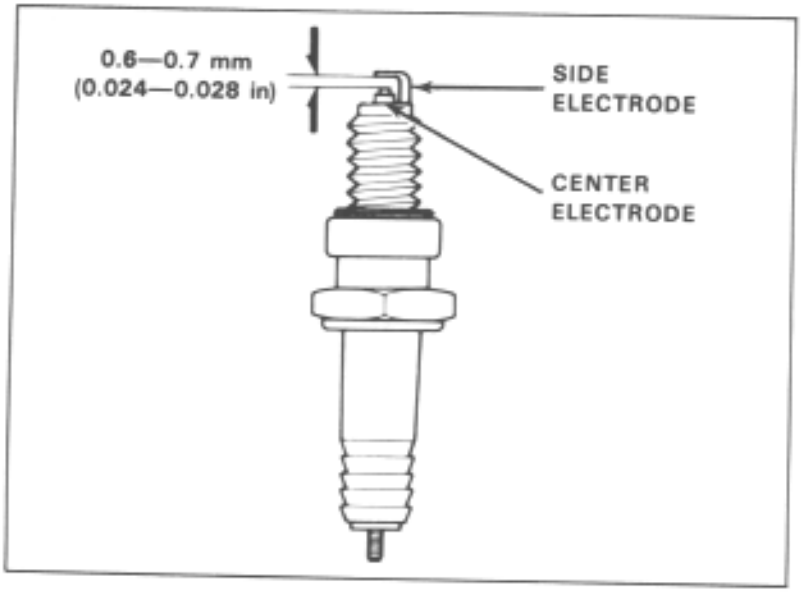
Usage / Manufacturer	For cold climate (below 5°C, 41°F)	Standard	For extended high speed riding
ND	X22ESR-U	X24ESR-U	X27ESR-U
NGK	DR7ES	DR8ES-L	DR8ES

Disconnect the spark plug caps. Clean any dirt from around the spark plug base. Remove and discard the spark plugs.

Measure the new spark plug gaps using a wire-type feeler gauge.

SPARK PLUG GAP: 0.6—0.7 mm (0.024—0.028 in)

Adjust by bending the side electrode carefully.
With the plug washer attached, thread the spark plugs in by hand to prevent cross-threading.
Tighten the spark plug 1/2 turn with a spark plug wrench to compress the washer. Connect the spark plug caps.



FUEL STRAINER

Turn the fuel valve OFF.
Remove the fuel cup, O-ring and filter screen and drain the gasoline into a suitable container.

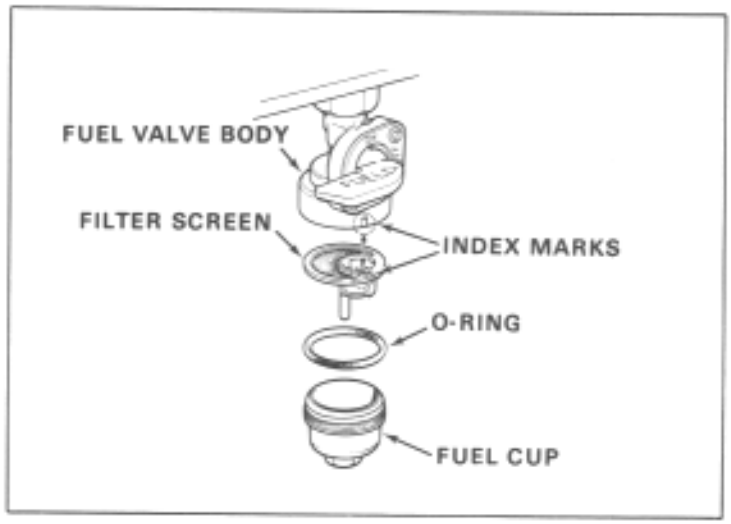
WARNING

Gasoline is flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel.

Wash the cup and filter screen in clean non-flammable or high flash point solvent.
Reinstall the screen, aligning the index marks on the fuel valve body and filter screen. Install a new O-ring into the fuel valve body.
Reinstall the fuel cup, making sure the new O-ring is in place. Hand tighten the fuel cup. Torque it to specification.

TORQUE: 0.3-0.5 kg-m, (2-4 ft-lb)

After installing, turn the fuel valve ON and check that there are no fuel leaks.



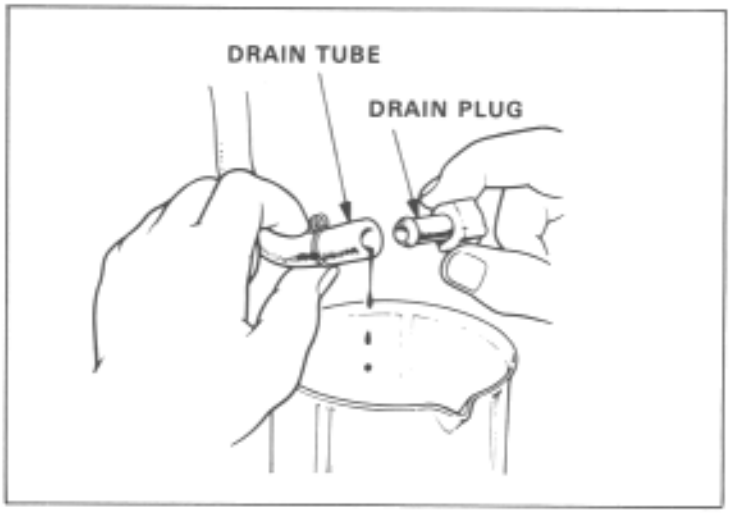
CRANKCASE BREATHER

Remove the right side cover and the drain tube from the clip on the battery holder.

Remove the drain plug from the tube and drain deposits.
Reinstall the drain plug.

NOTE

Service more frequently when driven in rainy conditions or at wide open throttle, or when the deposit level can be seen in the transparent section of the drain tube.



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BRAKE PADS

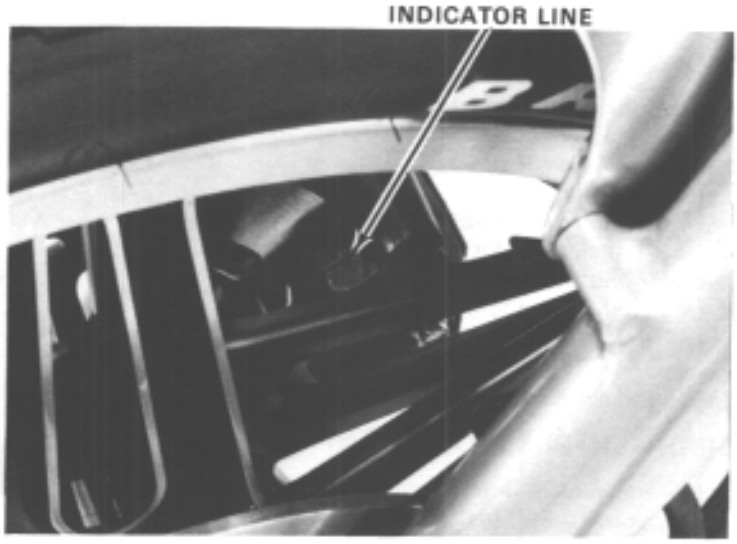
For 1982, CB750K and CB750C models are equipped with two types of brake calipers, designated as Type I and Type II. Type I is shown here. Type II is shown on pages 25-20 and 25-37.

NOTE

The two types use different brake pads.

Inspect the brake pads for wear as described on page 25-20.

If pad replacement is required, refer to page 25-37.



3. FUEL SYSTEM

SLOW JET

Remove the carburetor (page 4-3).
Remove the float chamber body.
Remove the slow jet plug.
Remove the slow jet.
Blow out the slow jet with compressed air.
Inspect the slow jet for damage.
Screw in the slow jet until resistance is felt, then tighten it an additional 3/4 turn.
Install the slow jet plug and float chamber body.
Install the carburetor.

HIGH ALTITUDE ADJUSTMENT

When the vehicle is to be operated continuously above 6,500 feet (2,000 meters), the carburetor must be readjusted as described below to improve driveability and decrease exhaust emissions.

Warm up the engine to operating temperature. Stop and go driving for 10 minutes is sufficient.
Turn each pilot screw clockwise 1/2 turn.
Adjust the idle speed to 1,000 ± 100 rpm with the throttle stop screw.

NOTE

These adjustments must be made at high altitude to ensure proper high altitude operation.

Attach the Vehicle Emission Control Information Update label as shown.

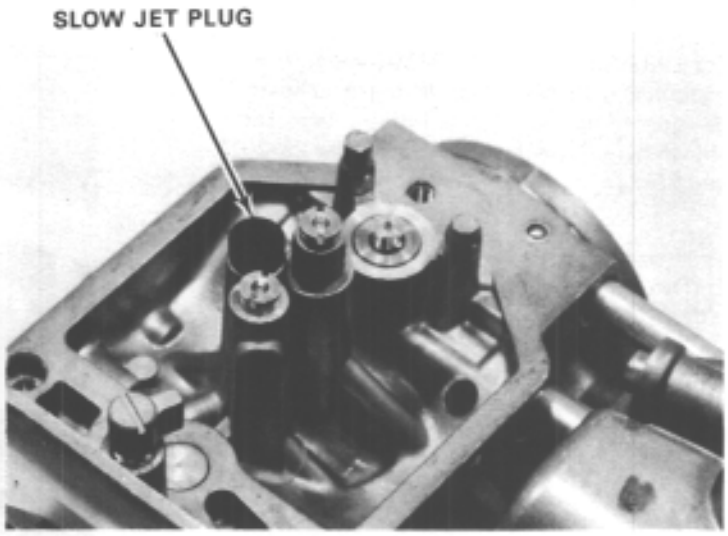
NOTE

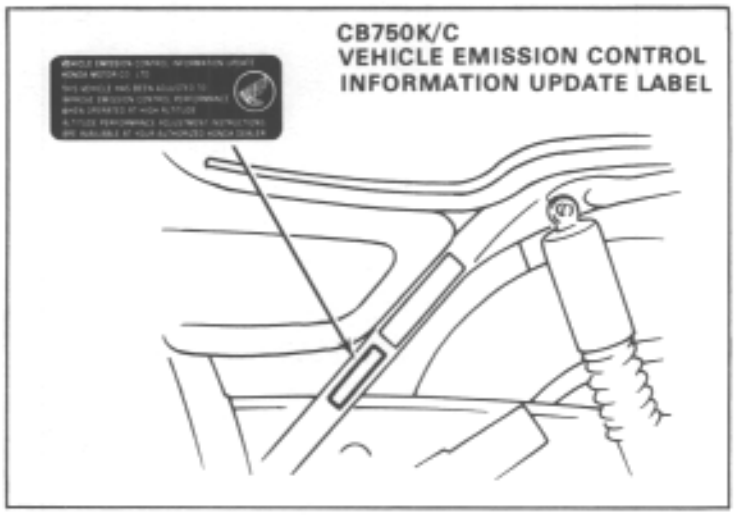
- Instructions for obtaining Vehicle Emissions Control Update labels are given in Service Newsletter No. 132.
- Do not attach the label to any part that can be easily removed from the vehicle.

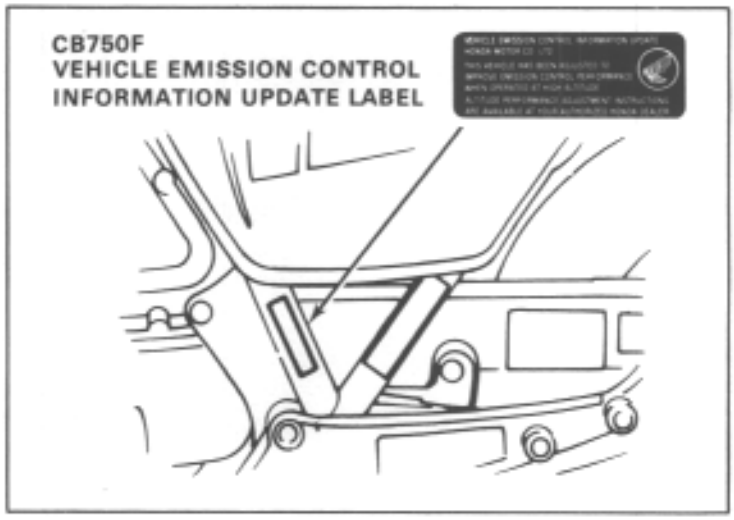
CAUTION

Operation at an altitude lower than 5,000 feet (1,500 meters) with the carburetors adjusted for high altitudes may cause the engine to idle roughly and stall.

When the vehicle is to be operated continuously below 5,000 feet (1,500 meters), turn each pilot screw counterclockwise to its original position against its stop and adjust the idle speed to 1,000 ± 100 rpm. Be sure to do these adjustments at low altitude.







Date of Issue: September, 1981

4. FRONT WHEEL (CB750C)

INSTALLATION

Install the wheel assembly by inserting the axle through the right fork leg and wheel hub.
Screw the axle into the left fork leg.
With the axle loosely tightened, rotate the speedometer gearbox counterclockwise until it stops.
Tighten the axle to the specified torque.

TORQUE: 5.5—6.5 kg-m (40—47 ft-lb)

Install the pinch bolt and loosely tighten the nut.

Fit the caliper over the disc, taking care not to damage the brake pads. Install the caliper mounting bolts.

TORQUE: 3.0—4.0 kg-m (22—29 ft-lb)

Measure the clearance between the outside surface of the right brake disc and the rear of the right caliper holder with a 0.7 mm (0.028 in) feeler gauge.

NOTE

For Type II brakes, measure the clearance between both surfaces and the caliper holder.

If the feeler gauge cannot be inserted easily, pull or push the right fork as required until the gauge can be inserted.

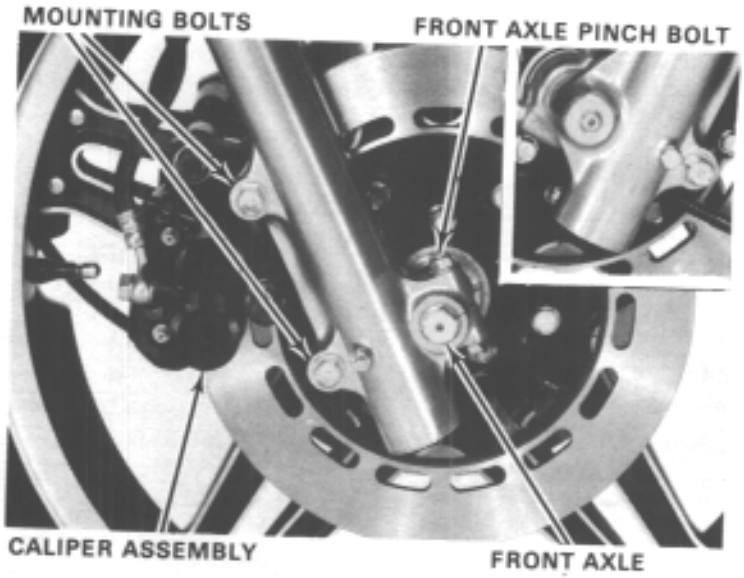
Tighten the axle pinch bolt to the specified torque.

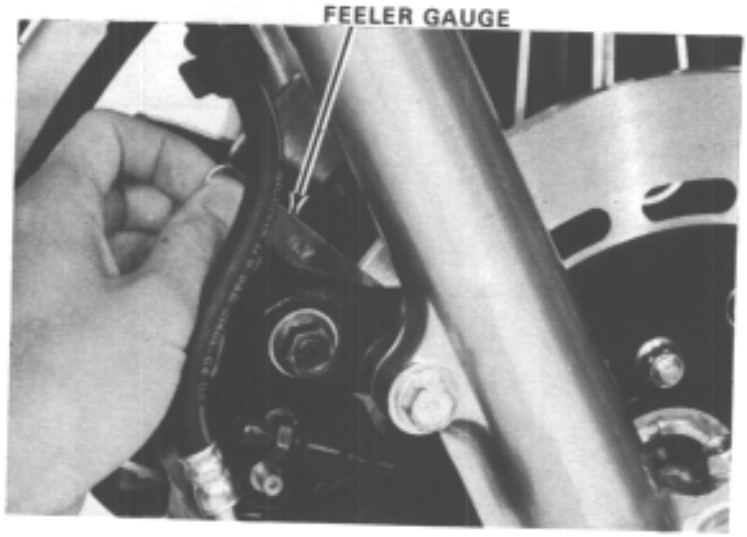
TORQUE: 1.5—2.5 kg-m (11—18 ft-lb)

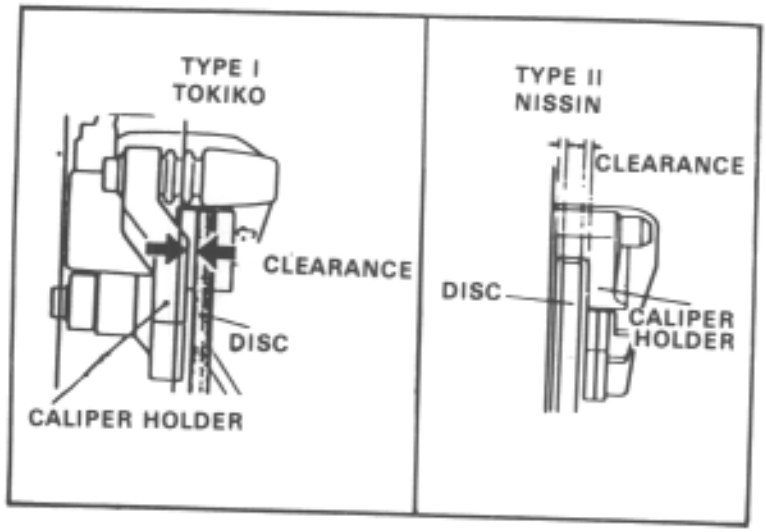
There should be at least 0.7 mm (0.028 in) clearance between the caliper holder and disc.

CAUTION

After installing the wheel, apply the brakes several times and recheck the clearance on both sides. Failure to provide clearance will damage the brake discs and affect braking efficiency.







For 1982, CB750K and CB750C models are equipped with two types of brake calipers, designated Type I and Type II. Type II, manufactured by NISSIN, will be installed on all K and C models manufactured up to July 31, 1981. Type I, manufactured by KOKIKO, will be installed on all K and C models manufactured from August 1, 1981.

SPECIFICATIONS

		STANDARD	SERVICE LIMIT
Disc thickness	CB750C	4.9 — 5.1 mm (0.19 — 0.20 in)	4.0 mm (0.16 in)
	CB750K	6.9 — 7.1 mm (0.27 — 0.28 in)	6.0 mm (0.24 in)
Disc runout	CB750C	———	0.30 mm (0.012 in)
	CB750K	———	0.30 mm (0.012 in)
Master cylinder I.D.	CB750C	15.870 — 15.913 mm (0.6248 — 0.6265 in)	15.925 mm (0.6270 in)
	CB750K	14.000 — 14.043 mm (0.5512 — 0.5529 in)	14.055 mm (0.5533 in)
Master piston O.D.	CB750C	15.827 — 15.854 mm (0.6231 — 0.6242 in)	15.815 mm (0.6226 in)
	CB750K	13.957 — 13.984 mm (0.5495 — 0.5506 in)	13.945 mm (0.5490 in)
Caliper cylinder I.D. (CB750K/C)	TYPE I	30.230 — 30.306 mm (1.1902 — 1.1931 in)	30.316 mm (1.1935 in)
	TYPE II	30.230 — 30.280 mm (1.1902 — 1.1921 in)	30.290 mm (1.1925 in)
Caliper piston O.D. (CB750K/C)	TYPE I	30.150 — 30.200 mm (1.1870 — 1.1890 in)	30.142 mm (1.1867 in)
	TYPE II	30.148 — 30.198 mm (1.1869 — 1.1889 in)	30.140 mm (1.1866 in)

Date of Issue: September, 1981

VALVE CLEARANCE

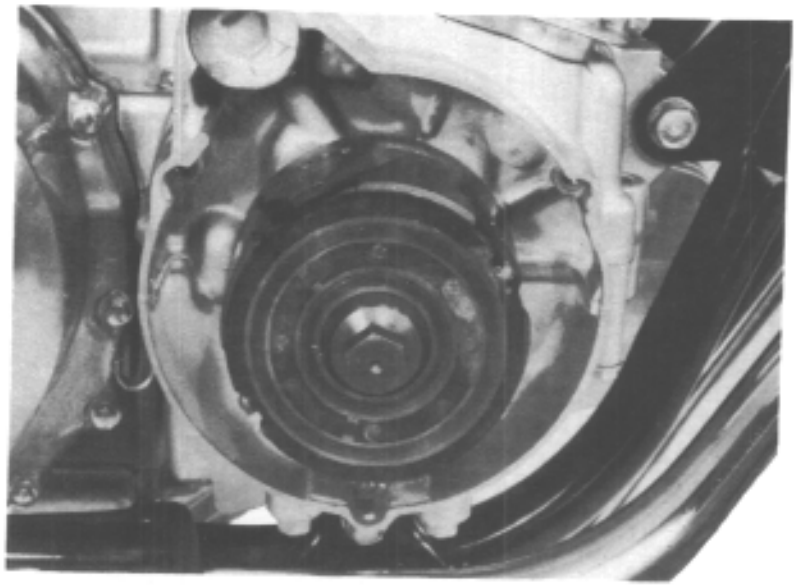
NOTE

Inspect valve clearance while the engine is cold (below 35°C; 95°F).

Remove the fuel tank, side covers, tachometer cable and spark plug caps. Drain the engine oil.

Lean the motorcycle to the right and left to drain residual oil from the cylinder head, then remove the cylinder head cover.

Remove the AC generator cover.

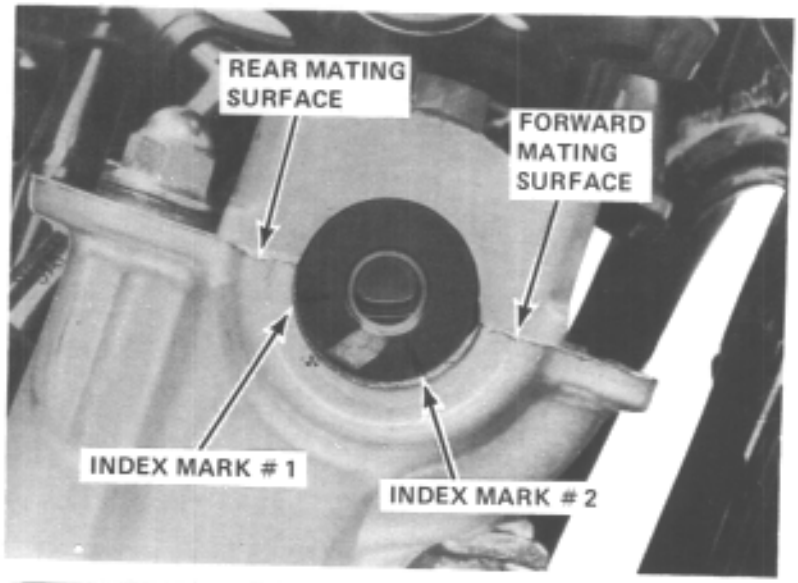


Rotate the crankshaft clockwise to align index mark #1 on the exhaust camshaft right end with the forward cylinder head mating surface. Measure the clearance of the No. 1 and No. 3 exhaust valves by inserting a feeler gauge between the camshaft and the valve lifter shim.

Rotate the crankshaft clockwise and align index mark #2 with the forward mating surface. Check the clearance of the No. 1 and No. 3 intake valves.

Rotate the crankshaft clockwise and align index mark #1 with the rear cylinder head mating surface. Measure the clearance of the No. 2 and No. 4 exhaust valves.

Rotate the crankshaft once more and align index mark #2 with the rear mating surface. Measure the No. 2 and No. 4 intake valve clearances.



VALVE CLEARANCE (cold):

0.06—0.13 mm (0.002—0.005 in)

If clearances are not within the specified range, see "Adjustment", page 25-18.